

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
SHANGHAI, TSINGTAU, NAGA-SAKI, KOBE and YOKOHAMA.	"YORCK" Capt. J. Raedermann	About WEDNESDAY, 16th June.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG.	"LUTZOW" Capt. C. Döwiers	FRIDAY, 18th June, 10 A.M.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE.	"PRINZ WALDEMAR" Capt. F. Isecke	FRIDAY, 18th June, 10 A.M.
YOKOHAMA and KOBE.	"PRINZ SIGISMUND" Capt. D. Leis	SATURDAY, 16th June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 14th June, 1900.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	ARMAND "ERIC" Rebutat	Lafont	21st June, P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	CALEDONIAN Bruno	22nd June, at 1 P.M.	
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	TOURANE Lancelin	6th July, at 1 P.M.	

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £17.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 14th June, 1900.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

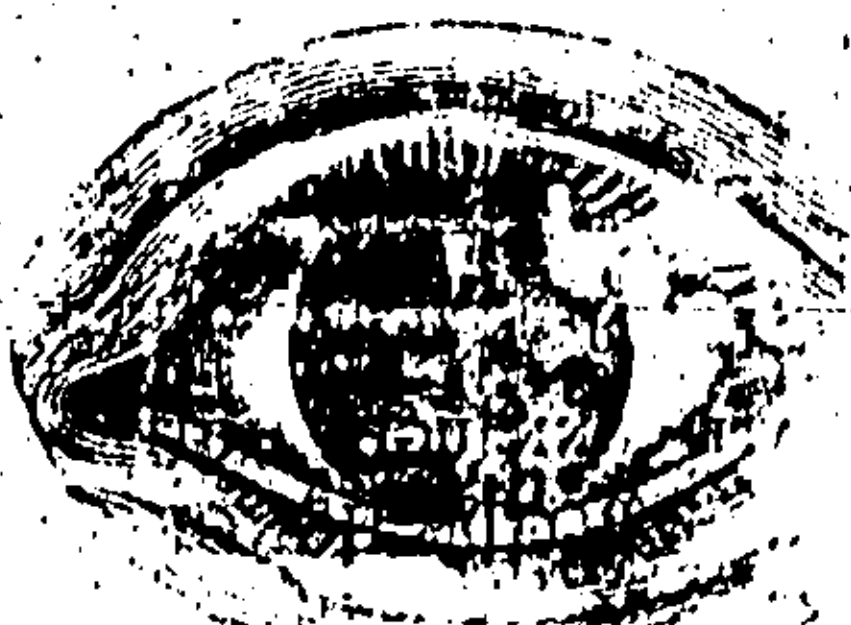
S.S. "PAUL BRAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoen, Canton, or to their Agents.

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1900.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.LONDON, 1, John Street, Bedford Row, W.1.
CALCUTTA, 52, Bentinck Street.
SHANGHAI, 36, Nanking Road.
Hongkong, 9th March 1900.

Intimations.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

To Let.

TO LET.

GODOWN, No. 9, DUNDRELL STREET.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 3rd June, 1900.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 3rd June, 1900.

TO LET.

ROOMS suitable for Offices in No. 10, ICE HOUSE STREET, in rear of David Sassoon & Co.'s premises.

Apply to—

DAVID SASSOON & Co., LD.
Hongkong, 13th May, 1900.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 9th March, 1900.

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road Central.

Apply to—

S. J. DAVID & Co.,
Prince's Buildings.
Hongkong, 25th March, 1900.

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 29th May, 1900.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
No. 1 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD.

A HOUSE in RIFOR TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORTON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1900.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.). Rents low.

Apply to—

THE COMPTON DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 24th February, 1900.

THE LANGKAT CASE.

PRELIMINARY HEARING.

At B. B. M. Supreme Court, Shanghai, on 8th inst., before Mr. F. S. A. Bourne, Acting Judge, the case F. L. Marshall v. Mrs. F. Naser was commenced.

Mr. J. O. E. Douglas appeared for the plaintiff; defendant was represented by Mr. H. P. Wilkinson, and Mr. R. N. Macleod appeared for Mr. H. J. Such, in support of a motion to set aside a subpoena to his client, on the ground that it was an abuse of the process of the Court. In the course of the morning Mr. Such's evidence was taken in open Court, but his Lordship requested that it should not be published at this stage.

Mr. Macleod said that his application was supported by an affidavit by Mr. Such, in which the latter stated that he was served with the subpoena on June 7, and that it had been for two months his intention to leave Shanghai on June 8. He was a director of the Langkat Company, but the documents specified in the writ were not in his possession but in that of the company's agents. He had read the claim and defence, but knew nothing of the matters alleged, except that the information alleged in paragraph 7 was known to the directors and agents of the company on or about April 10. Continuing, Mr. Macleod said this action was set down for hearing on May 29, and his client was subpoenaed to appear on that day. The trial was postponed for the convenience of Mr. H. P. Wilkinson, who was defendant's counsel, and who was absent from Shanghai at the time. The day before Mr. Such was to leave Shanghai he was served with a subpoena ordering him to attend on the 11th instant. Counsel submitted that it was not a proper thing to scatter subpoenas broadcast and keep people in Shanghai just for the convenience of defendant's counsel. Further, no useful purpose would be served by keeping Mr. Such here, as the documents specified could be produced by other witnesses. His most important point, however, was that Mr. Such had read the pleadings, and with all respect to Mr. Wilkinson, counsel felt justified in saying that there was nothing in the defence that disclosed any ground of action on which Mr. Such could possibly be called as a material witness. It was the case, and if, as he expected, Mr. Douglas would object at the trial to Mr. Such's evidence, it was absurd, if not entirely unfair, that Mr. Such should be forced to remain in Shanghai. Paragraph 7 of the defence, which had been referred to, said, in effect, that the contract for the purchase or sale of shares could not be enforced because there was a mistake in the subject matter, in that the directors had certain information which was fraudulently concealed. Finally, counsel submitted that it would be unfair to keep Mr. Such in Shanghai, and that if Mr. Wilkinson examined Mr. Such de bene esse.

In reply to his Lordship Mr. Macleod stated that his client was leaving at 11.30 that morning, and the subpoena was served at mid-day the preceding day.

Mr. Wilkinson submitted that however weighty Mr. Macleod's views might be, the Court could not agree with them to such an extent as to say that there was no necessity to call Mr. Such. Counsel submitted that Mr. Such should have mentioned his intention to leave Shanghai to him. If he had done so, his evidence could have been taken de bene esse. He would attach more importance to this application if his friend had brought a certificate from Dr. Macleod stating that Mr. Such had to leave Shanghai, as his health was worse now than it was several weeks ago. Counsel was grateful for the courtesy extended to him during his absence, but he was informed by Mr. McKean that he had tried to meet Mr. Such's convenience. Mr. Such offered to come and give his evidence to Mr. McKean, but he had not kept his appointment. Mr. Such could not say whether he was in a position to give evidence until he was questioned. Mr. McKean had left Shanghai, and Mr. Such intended to leave, so that only one director would be left in the place, and shareholders had received no notice of who was carrying on business for them. Counsel wished to call Mr. Such on the point that the directors allowed information which Mrs. Naser as a shareholder should have got, to be communicated to others. He was prepared to put his questions to Mr. Such immediately.

Mr. Such's evidence was then taken de bene esse, frequent objections to its character being raised by Mr. Douglas and Mr. Macleod.

To Let.

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1900.

For Sale.

FOR SALE.

"ADLER" TYPEWRITERS.

THE PERFECT VISIBLE.

The latest 1900 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters.

Rent out by day or week.

REPAIR IS OUR SPECIALTY.

DRAGON CYCLE DEPOT,

33-35, Des Vœux Road, Central, Hongkong.

PARA VENDA.

GRANDE sortimento de LIVROS de MISSA em Portuguez, encadernados em lindas capas de phantasia e de diversas cores.

Precos modicos.

Dirija-se a

GRACA & CO.,

27, Des Vœux Road.

Hongkong, 8 junho de 1900.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"DEVANHA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., as S.S. Macedonia.

From Australia, as S.S. India.

From Calcutta, as S.S. Nile.

From Persian Gulf, as B.I.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEVETT,

Superintendent.

Hongkong, 9th June, 1900.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SANUCHI MARU"

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO DAY.

Goods not cleared by the 16th June, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 11th June, 1900.

1455-4-9

FROM EUROPE.

THE H. A. L. Steamship

"BRASILIA"

Captain—Jager, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO DAY.

Any Cargo impeding her discharge will be landed at Consignee's risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE

Hongkong Office.

Hongkong, 10th June, 1900.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI"

FROM LEITH, ANTWERP, MIDDLESBRO' AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 8th June, 1900.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

15, D'AGUILAR STREET,

HONGKONG.

Hongkong, 3rd September, 1907.

O. C. MOOSA,

1 & 3, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.

LACE SCARVES, MOTOR VEILS

VARIOUS COLORS.

MOUSQUETEIRE GLOVES

WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVAIL-
INGS, VOILES, &c., &c.LADIES' and CHILDREN'S
UNDERCLOTHINGS.Samples on application. Coast
Port orders carefully executed.

Hongkong, 30th September, 1900.

Hongkong, 3rd September, 1907.

Intimation.

Powell's

Furnishing Department

ALEXANDRA BUILDINGS.

ITEMS OF INTEREST

IN OUR SHOW ROOMS

FIRST FLOOR
CARD TABLES
2ft. 6in. x 2ft. 6in. from \$10

AND
3ft. x 3ft. from \$21.
COVERED GREEN or
RED BAIZE.

ENVELOPE FOLDING
CARD TABLES
from \$21.50, covered in BAIZE.

IMITATION LEATHER OR
REAL SKIN IN ALL COLORS
SMOKERS' CABINETS

in dainty and Artistic designs,
FITTED with COPPER and
SILK PANELS, WITH KEYS
TO ALL CUPBOARDS AND
DRAWERS
\$15, \$18.50 AND \$21.50

LADIES' DESKS

AND BUREAUS

in ENGLISH and
AMERICAN STYLE
from \$27.50 to \$65.00

REVOLVING BOOKCASES

FINISHED IN
NATURAL
TEAK OR TO
IMITATE ALL
WOODS

PEDESTALS IN
VARIOUS SIZES AND STYLE,
READY FOR INSPECTION.

CARVED WHATNOTS

Both ordinary and
—CORNER SHAPES
For
BRIC-A-BRAC

ALL ARTICLES
CHEERFULLY
SHOWN

WITH NO
OBLIGATION TO
PURCHASE

POWELL'S

ALEXANDRA BUILDINGS.

28, Queen's Road.

Intimations.

THE HONGKONG BAKERY,
DORABEE AND SON.

NOTICE is hereby given that the Partnership which has for some time past been carried on by DHUNJEEBHAY DORABEE NOWROJEE and ISMAIL PILLAY MADAR as BAKERS in and upon the premises known as THE HONGKONG BAKERY under the style of DORABEE AND SON was this day dissolved by mutual consent.

The said DHUNJEEBHAY DORABEE NOWROJEE will continue to carry on the said business as heretofore under the above sign and name and will be Responsible for all the Debts and Liabilities of the Partnership and he is authorised to collect all outstanding accounts due to the Partnership.

AS WITNESS our hands this Twelfth day of June one thousand nine hundred and nine.

Sd. D. D. NOWROJEE,
Sd. I. P. MADAR,
WITNESS to the signatures of DHUNJEEBHAY DORABEE NOWROJEE and ISMAIL PILLAY MADAR.

Sd. H. J. GEDGE,
Solicitor,
Victoria, Hongkong.

KING EDWARD HOTEL,
DORABEE AND COMPANY.

NOTICE is hereby given that the Partnership which has for some time past been carried on by DHUNJEEBHAY DORABEE NOWROJEE and ISMAIL PILLAY MADAR as HOTEL PROPRIETORS in and upon portions of Royal Buildings and Princes Buildings, Victoria, Hongkong, under the sign of THE KING EDWARD HOTEL and under the partnership name of DORABEE AND COMPANY was this day dissolved by mutual consent.

The said DHUNJEEBHAY DORABEE NOWROJEE will continue to carry on the said business as heretofore under the above sign and name and will be Responsible for all the Debts and Liabilities of the Partnership and he is authorised to collect all outstanding accounts due to the Partnership.

AS WITNESS our hands this Twelfth day of June one thousand nine hundred and nine.

Sd. D. D. NOWROJEE,
Sd. I. P. MADAR,
WITNESS to the signatures of DHUNJEEBHAY DORABEE NOWROJEE and ISMAIL PILLAY MADAR.

Sd. H. J. GEDGE,
Solicitor,
Victoria, Hongkong.

THE TRADE MARKS ORDINANCE,
1888.

APPLICATION FOR REGISTRATION OF A
TRADE MARK.

NOTICE is hereby given that CHAU WAI NAM, of No. 169 Des Voeux Road West, Victoria, in the Colony of Hongkong, Merchant, has, on the 17th day of March, 1909, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:

The representation of a flying bat carrying, suspended from its mouth a square black containing on its side the Chinese characters 榮棧商標 (Wing Chan Trade Mark).

In the name of CHAU WAI NAM, who claims to be the sole proprietor thereof.

The Trade Mark has been used by the Applicant since 1885 in respect of TEA in Class 42.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 14th day of April, 1909.

WILKINSON & GRIST,
on behalf of
CHAU WAI NAM.

342]

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche

& Co."

Per Bot.

XXX Very Old Fine\$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

30th April, 1909.

40

D. NOMA,

PROFESSIONAL TATTOOER

AND

THE EXPERT REMOVER OF TATTOO

MARKS,

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED BY Prince of Wales, then

H. R. H. The Duke of York, and

H. R. H. The Emperor of Russia, and having

4,500 testimonials from all sources.

My 34 years' experience in tattooing is a

guarantee of good work and prompt execution.

My colours are absolutely fast and perfectly

harmless, and produce a charming effect not

attained by any other, as their composition is

only known to me. In tattooing unlike some

species of engravings, care must be taken to

have the work done in a perfect, high toned,

manner. In order to take special precaution

against possible danger, I use fresh materials

daily.

The copying of Portraits with distinct

imitations a specialty.

40

Hongkong, 1st September, 1908

ECHO OF THE WAR.

SELF-EFFACEMENT OF ADMIRAL TOGO.

A story is told in Japanese papers (an incident illustrating the modesty of Admiral Togo, reports the *Japan Chronicle*). It appears that the bronze statues of the late Admiral Marquis Saigo, Admiral Count Kawamura, and Admiral Viscount Nire, which were recently unveiled in the grounds of the Navy Department at Tokyo, were erected at the wish of Admiral Togo. The victory of the Japanese fleet in the battle of Tsushima won great fame for the Japanese Navy and made the name of Admiral Togo known throughout the world as that of the Nelson of the Orient. Nevertheless, when loaded with honours, Admiral Togo made his triumphant return to Tokyo, it was known that he occupied only a poor house in the capital. His residence was regarded as hardly suitable for an officer of the rank he had attained. A proposal was accordingly made among the officers of the Navy to raise a fund in order to build a residence for the Admiral in keeping with his position and as on the suggestion was made a sufficient amount was raised in a few hours. On being informed of the matter, the Admiral thanked the officers for their kind wishes and expressed his appreciation of the warm interest taken by them. He asked, however, if they would accept a suggestion from him. On receiving an affirmative reply, Admiral Togo said that he owed much to the senior officers, especially to the late Admirals Saigo, Kawamura and Nire, for the distinctions won by him. The present efficiency of the Japanese navy was really due to the three distinguished officers mentioned, and their services should never be forgotten. He would therefore far rather that some action should be taken in this direction instead of a house being built for him, as he was quite satisfied with his present residence. It was thereupon decided to erect bronze statues to the distinguished officers mentioned by the Admiral. A committee was immediately appointed, with Admiral Togo at its head, to arrange the matter, and the statues just erected in Tokyo therefore owe their construction to Admiral Togo's self-effacement.

COMMERCIAL.

FRIEIGHT MARKET.

Messrs. Lamke and Rogge write in their fortnightly report of 12th inst.:

During the fortnight under review the freight market has presented a decidedly feeble attitude. Few inquiries only having come forward. The market both up North and in the South is at the close almost bare of orders, and if nothing unforeseen happens, owners will have to resort to laying up some of their boats before long.

No recovery whatsoever has set in with regard to business from Saigon to this. After the fixtures of a couple of boats at 10 cents no further tonnage seems to be wanted.

From Saigon to port Philippines a vessel is reported settled for part cargo on basis of 25 cents per picul.

Haiphong to Hongkong has the fixture of a steamer at 20 cents per bag; which works out at about 14 cents per picul.

From 2 ports Philippines to 2 ports North China a small steamer obtained a charter at 34 cents per picul.

Advices from the North describe the position of the market as having undergone a decided change for the worse. Export from the Yangtze has practically come to a standstill owing to the long continued absence of rain, in consequence of which there is no water in the inland creeks, and it is impossible for the native boats to get down to their shipping points.

An insignificant demand has been showing for tonnage to load from Newchwang for Canton, but business has not resulted on account of poor rates offered by charterers.

Coal freights form the only branch of coasting business, which does not participate in the general calmness. The following fixtures are on record: Pulahat/Hongkong at \$1.35, Hongkong/Canton at \$1.75, Wakamatsu/Canton at \$2.80, Mtj/Hongkong at \$1.10, Wakamatsu/Swallow at \$2.50.

Time charter: German s.s. *Lavrat Schiff*, a modern coaster of 2,200 tons d.w., carrying capacity, has been taken up for Straits/Rangoon trade at \$1,300 Straits currency for 6/6 months.

All Tonnage Loading or to Load: For Baltimore and New York—Brit. bark *Alcid*, 2,942 tons net reg., arrived May 2nd.

Sail Tonnage Disengaged:—None.

Departure of Sailers:—None.

ORIPPLED BY ECZEMA.

SUFFERER FROM THIS PAINFUL SKIN

COMPLAINT IN JAVA COMPLETELY

CURED BY

Dr. Williams' Pink Pills.

It is by purifying and enriching the blood

that Dr. Williams' Pink Pills have cured

repeatedly the worst cases of Eczema and other

Skin Disorders.

"About two years ago I was continuously

and greatly troubled with acute Eczema on the

legs, and especially on the feet," said Mr. J. H.

Offerbeek of Macao, Java. "The pimples were

so irritable and distressing that they made it

difficult for me to walk. The medicines I tried,

such as Ointments, Etc., gave no relief.

"After this state of things had gone on for

about three months I was advised by one of



Mr. J. H. Offerbeek, of
Macao, Java Cured of
Eczema by Dr. Williams' Pink Pills.

many thousands of persons of both sexes in all parts of the World have given grateful testimony regarding the wonderful curative merits of Dr. Williams' Pink Pills for Pale People. Chief among the cures thus recorded have been cases of Anæmia (Watery Blood), Debility, Nervous Breakdown, Indigestion, Liver Complaint, Headache, Rheumatism, Sciatica, Paralysis, Beri-Beri, Malaria, and disorders of the skin such as Scrofula, Eczema and Boils. These Pills are likewise world-renowned as the great remedy for the special ailments of women. Obtainable at most shops where medicines are sold, they can also be had, post free, 6 bottles for \$8/-, or a bottle for \$1.50 from The Dr. Williams' Medicine Co., 8 B Kinkiang Road, Shanghai. Men broken down by overwork, excesses or residence in unhealthy climates have been speedily restored by their use.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 15th June, 1909, at 2.30 P.M., at their
Sales Rooms, No 8, Des Voeux Road,
corner of Ice House Street,

SUNDRY VALUABLE
HOUSEHOLD FURNITURE,

Comprising:—
SILK TAPESTRY COVERED DRAW-
ING ROOM SUITE, TEAKWOOD SIDE-
BOARD, and DINNER WAGON with
BEVELLED GLASS, TEAKWOOD EX-
TENSION DINING TABLE and CHAIRS,
TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE TOP WASH-
STANDS and DRESSING TABLES with
BEVELLED GLASS, BRASS and IRON
BEDSTEADS with WIRE and MATTRESS,
MATTRESSES, GLASS, CROCKERY and
E.P. WARE, TIENTSIN CARPETS and
RUGS, PICTURES, IRON SAFE, &c., &c.;

ALSO
One COTTAGE PIANO and PIANOLA,
One OLD VIOLIN and SEMI-GRAND
PIANO,

AND
One VICTOR TALKING MACHINE and
59 RECORDS.

Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 10th June, 1909. [476]

Intimations.

ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the SUPPLY of
CARPENTERS, CAULKERS, PLUM-
BERS, PAINTERS, SCRAPPERS, SHOE-
MAKERS or LEATHER WORKERS for the
period of 12 months commencing 1st July next
to H.M. Naval Yard.

Forms of Tender can be obtained at the
Chief Constructor's Office, H.M. Naval Yard,
Hongkong, and when filled in should be de-
posited in the Tender Box at the Main Gate of
the Yard not later than noon, WEDNESDAY,
16th June, 1909.

W. T. HACKADAY,
Chief Constructor.

Hongkong, 11th June, 1909. [477]

Benger's Food is

mixed with fresh

new milk when

used, is dainty

and delicious,

highly nutritive,

and most easily

digested. Infants

thrive on it, and

delicate or aged

persons enjoy it.

Benger's Food is sold in tins, by all

Chemists, etc. everywhere.

BENGER'S

FOOD

HONGKONG AVERAGE MARKET

PRICES.

Corrected 11th June, 1909. 100 cts. per 3 Mds.

BUTCHER MEAT

Beef aldoin & prime cut—Mei Lubg Pa B

" Corned—Ham Ngau Yuk

" Roast—Shio

" Breast—Ngau Lam

" Soup, Tong Yau

" Steak—Ngau Yuk Pa

" Sirlion—Ngau Lau

" Sausages—Ngau Yuk Chung

Bullock's Brains—Know

" Tongue fresh—Ngau Li

" Corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Keok

" Kidneys—Ngau Yin

" Tail—Ngau Mel

" Liver—Ngau On

" Tripe (addressed)—Ngau To

Calves' Head and Feet—Ngau-chal-

tau-keok

Mutton Chop—Yeung Pal Kwat

" Leg—Yeung Poi

" Shoulder—Yeung Shau

Pigs' Chittlings—Ohl cheong

" Brains—Ohl Know

" Feet—Ohl Keok

" Fry—Ohl Chak

" Head—Ohl Tau

" Heart—Ohl Sum

" Kidneys—Ohl Yin

" Liver—Ohl Kon

Pork Chop—Ohl Pal Kwat

" Corned—Ham Chu Yuk

" Leg—Ohl Pei

" Fat or Lard—Ohl Yau

Sheep's Head and Feet—Yeung Tan

" Keok

" Heart—Yeung Sum

" Kidneys—Yeung Yin

" Liver—Yeung Kon

Suckling Pigs; To Order—Ohl Chai

" Mutton—Sang Yeung Yau

" Veal—Ngau Ohl Yuk

" Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

" Capons, Large, Small—Sin Kai

Ducks—Ap

" Doves—Pan Kau

Eggs, Hen—Kai Tan

" Fowls, Canton—Kai

" Hainan—Hol Nam Kai

Geese—Ngo

" Geese, Wild Shanghai—Shengng Hol Ye

" Ngo

Musk Deer—Wong Keng

Hare—Tu Chai

Partridge—Che Khoo

" Pheasant—Shan Kai

Pigeons, Canton—Pak Kap

" Holhow—Holhow Pak Kap

Quail—Um Chuan

" Rice Birds—Wo Fa Chuan

Snipe—Sa Chui

" Turkeys, Cock—Fo Kai Kung

" Hen—Na

Wild Ducks, Shanghai, Salted

Teal, Shanghai, Salted

Wild Ducks Canton—Sang Shing Sul

Intimation.



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Watson's HYGIENOL, AND BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE

Price per Pint 50 cents
Gallon \$1.00

A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY
AND
KOWLOON DISPENSARY.
Hongkong, 17th March, 1909. [28]

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

(Ordinary business communications should be addressed to The Manager.)
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies. Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 14, 1909.

THE STUDY OF ENGINEERING.

One of the principal faculties in the University of Hongkong—whose establishment is now, we may say, assured—will be that of engineering and it is interesting to note how the Chinese themselves appreciate the value of a foreign training in the theory and practice of this art. Recently a reception was given at the Imperial Polytechnic College, which was formerly known as the Nanyang College, to His Excellency Jeme Tien-yew, Engineer-in-chief of the Peking-Kalgan railway, in recognition of his appointment to the post of Inspector of the Shanghai-Peng-ching railway. His Excellency Tuan Fang took a prominent part in the proceedings, but it is with the lecture delivered by H.E. Jeme that we are concerned. Referring to the fact that less than a century has elapsed since George Stephenson built his first successful railway, the lecturer remarked: "It must be remembered that the engineers at that time and even much later had great difficulties in obtaining the right of way in the same manner as when we first began railways in China. But now China seems to wake up as if from a dream to cry every-where for railways; and it is a pity that although railway building in China began over twenty years ago we scarcely have any Chinese Engineers of any repute. But I am happy to say that it was only a few days

ago that the auspicious day came, which was the day of opening the Shanghai-Peng-ching Railway, the first but one railway, completed, and built solely by Chinese. Engineers with purely Chinese money. It must be gratifying to those who took part in the building of it. I therefore earnestly hope that these students now before us, trained under the able guidance of H.E. Jeme and taught by these experienced professors here, especially those foreign professors, will in due course become famous engineers after their return from abroad, and do credit to themselves, to this college and to this country." Of course, these are in the main generalities, but what we rejoice to see is the "spirit" of fairness exhibited towards foreign instructors. While the Chinese are not willing that foreign syndicates should be entrusted with the construction and control of Chinese railways they have no objection to Chinese students receiving all the knowledge possible at the hands of Western professors. Which is exactly what the University of Hongkong is intended to provide. Another question, which was raised by Mr. V. K. Hui, who was responsible for the construction of the Shanghai-Peng-ching railway, had reference to the inauguration of an engineering association in China. Such a project is of distinct importance to those interested in the advance of engineering knowledge among the students who devote their studies to the understanding of technical details of mechanical engineering. Mr. Hui in this connection said: "His Excellency Jeme would like to see established an engineering association in China, and he fervently hopes that H.E. Jeme will come to the front to be its founder, as his abundant experience would ensure its sound organization. At the present time China has various sorts of associations, such as educational, commercial and agricultural, but no engineering one has yet been found. As you know Chinese workmen have small chance of becoming educated on technical lines, and therefore engineers should establish an association and issue various kinds of magazines. No doubt Chinese industry would be greatly improved. Moreover, the Chinese workmen can endure hardship, and still keep good natured, their only defect is that they do not study and consequently rarely distinguish themselves in engineering throughout their lives. For this reason people generally consider them very low grade and even they themselves acknowledge it. With regard to the idea of an association I should say that H.E. Jeme's proposal is a burning necessity in order to raise the standard of our industrial life." Little insight is to be gained from that statement as to the precise form and character which such an association would take, but the fact that it should be thought of at all is a hopeful sign of the times and another indication of the energy of the progressive Chinese in grappling with the subject of engineering as a whole. Now we come to the question of what an engineering school should be. And here we may expect that the remarks of Professor Charles J. Porter will be received with attention by those who look with favour on the establishment of such a department in the prospective University of Hongkong. The Professor limited his remarks to the relation between a technical school and the engineering profession. "Many students, he said, especially Chinese students, both here and abroad, feel that when they have completed their course of study and obtained their diploma they are already made competent engineers capable of holding a position of responsibility. This is a fallacy, a very great one, and the sooner your students of engineering realize it, the sooner will you become engineers. No engineering college, either here or abroad, no matter what its name or reputation, can hope to make a man an engineer. What then, you ask, is the use of an engineering college and why should you give valuable time to it when after all it is not going to make an engineer of you? An engineering school does not make engineers but it makes the material of which engineers are made. Its object and its purpose is to train you to think and to teach you the language of engineering. When you graduate you should feel not that you have finished your course but that you have just begun it. We prepare you to begin. By teaching you the language of mathematics and engineering we put at your command all the great wealth of scientific literature. Where, in the pursuit of your profession, you come to a new problem you are prepared to read what men of experience have done in similar circumstances and to profit by their example. Your whole life should be a continual study. A competent engineer is not made; he makes himself. The time that you can call yourselves engineers may come soon; it may never come; it all depends on yourselves. With these remarks of Professor Porter the most superficial mind will agree. We believe, however, that Hongkong and Canton breed that class of student who is not merely content to imitate the general principles of engineering but has in addition the will to test those principles in practical work. A few years will show how far that view and belief can be substantiated.

LOCAL AND GENERAL.

THE English mail of the 15th May was delivered in London on the 12th inst.

EDWARD HOGMAN, a seaman, was to-day bound over for behaving in a disorderly manner in the office of the Norwegian Consul.

SIX months' hard labour and six hours' stocks was imposed on a ricksha coolie who on the 11th instant attempted to assault a European sergeant with intent to rob.

THE Kueichow geology and literature have telegraphed to the Kueichow official body in Peking, attacking the Governor of their province for negligence in carrying out the opium prohibition.

THE Chinese Engineering and Mining Co., Ltd., kindly informs us that the total output of the Company's three mines for the week ended May 29, 1909, amounted to 31,247.37 tons and the sales during the period to 32,115.23 tons.

RETURNING from banishment is a very common offence in the Colony. At the Police Court this morning, a Chinaman named Leung Hoi was awarded six months' hard labour and six hours' stocks for favouring the Colony with his presence.

As many different plans and propositions have been put forward in connection with the Navy re-organization, nothing definite has been decided. Admiral Sab has advocated that the punishment for divulging naval secrets, which is to be banishment, should be changed to decapitation.

A RECEPTION was given by Captain Hayes, of the steamship *Severa*, one of the Shire line, on board his vessel this afternoon to the members of the press and representatives of shipping companies in the Colony. The function was a decided success, and particulars will be given to-morrow.

YESTERDAY morning St. Peter's Church was the scene of a small robbery. It appears that an 18-year-old youth entered the place of worship unobserved and walked away with some pieces of clothing belonging to the Rev. C. A. Thompson. Three months' hard labour was given to the thief.

RETURN of visitors to the City Hall Library and Museum for the week ending the 13th June, 1909:

	Library.	Museum.
Non-Chinese.....	429	26
Chinese.....	256	2,352
Total.....	685	2,358

THE departure of the American Squadron from Yokohama has been postponed. It is stated that the date of sailing has been deferred pending the sitting of a Court-martial on several petty officers and men who have been arrested on charges of stealing gun-fittings which they are alleged to have sold for at least two thousand yen.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

WIRELESS TELEGRAPHY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Dear Sir,—I am just in receipt of a cable from Yokohama advising that a wireless message has been received from the *Empress of China* to the effect that she will reach Yokohama at 7 a.m. on the 16th instant. I would mention that the ship left Vancouver one day late, and at the 16th is her correct date of arrival at Yokohama; she has made up one day on the voyage. To secure information of this kind proves the usefulness of the wireless system, and doubtless you will be glad to take some notice of it in your next issue.—Yours truly,

D. W. CRADDOCK,
General Traffic Agent.

Hongkong, 14th June, 1909.

SONG BIRDS IN THE COLONY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—I must confess that the somewhat cryptic announcement published in the *Government Gazette* re the preservation of song birds in the Colony, reproduced in your issue of Saturday, has given me no little surprise, and I am glad to say I have since discovered that this view is shared by others who can speak on the subject with authority. That the desire to preserve song birds, which are such a delightful feature of congested cities, Hongkong not excepted, is a sane and sensible one, nobody will for a moment question, but I fail to see where the advantage of despatching magpies wherever found by holders of game licences, as requested in the Government notification, comes in. Everybody is acquainted with the thievishness of native which characterizes the magpie, but the evil is by no means so pronounced as to justify the drastic step contemplated by those at the helm of affairs. It is a case of trying to prevent one evil only to embark upon a greater one. Has it not occurred to the official responsible for this latest move that the very fact of free permission for an indiscriminate killing of the particular bird will afford to unscrupulous persons a happy pretext for bringing down birds belonging to entirely different species, such as pigeons, thrushes, etc.? It would seem that there exists some mistake somewhere, and the sooner this is rectified the better will it be for the cause which the authorities are seeking to foster.—Yours, etc.,

RARA AVIS.

Hongkong, 14th June, 1909.

Dock Co.'s Secretary.

COMPLIMENTARY DINNER TO MR. GEO. A. CALDWELL.

COMPLETION OF TWENTY-FIVE YEARS' SERVICE.

"Let us put our shoulders to the same wheel!" That was the refrain which pervaded the banquet of the Dock Company on Saturday evening last. The occasion was the celebration of Mr. Geo. A. Caldwell's completion of twenty-five years in the service of the Hongkong and Whampoa Dock Co., Ltd. The complimentary banquet was tendered by a few of his friends—gentlemen who had been associated with the popular and energetic secretary of this great industrial institution, either at the head office or at the different establishments in Hongkong, Yau-mat, and Aberdeen. The function was intended as a mark of esteem in which Mr. Caldwell is held by the European staff—past and present. It served its purpose admirably, and from start to finish Saturday's dinner, followed as it was by an evening of congratulatory addresses and harmony testified to the admirable *esprit de corps* which animates the Hongkong Dock "hands." The hosts of the evening were: Messrs. Thos. Neave (chairman), C. W. Alexander, F. J. Agabig, F. C. Anderson, G. Beck, C. R. Crispin, W. Davison, W. F. Ford, Chas. Fittock, Jr., U. C. Galluzzi, J. Haad, Lo Chung Kue, Jas. McGlashan, Capt. N. G. Major, Messrs. R. A. Nicholson, R. V. Rutter, J. M. V. dos Remedios, W. J. Ratney, Wm. Stewart, C. D. Silas, and H. S. Wyman. Mr. Alex. C. Squair, who occupied the vice-chair during the evening, assisted Mr. Neave, in his arduous duties, with considerable efficiency. The guests present were: Messrs. Joo. Lambert, N.R.R. (Lloyd's Surveyor), Donald Macdonald, and J. P. Braga, Messrs. E. C. Wilks and W. C. Jack, who had been invited, were unable to be present owing to their absence from the Colony.

The hall was tastefully decorated with flowers for the occasion. Flanking the table was a flag of the Dock Co. on the wall and facing the Chairman's seat. To the right of Mr. T. Neave sat the honoured guest of the evening and to his left Mr. Joo. Lambert, who was the senior representative of the "Old Boys" associated with the halcyon days of the Dock Co. when, as Mr. Lambert himself put it in the course of his address, "all they need worry about was to get the work done as rapidly as they could in order to get the next ship in awaiting her turn to be docked." And to look cheerfully to the bonuses which were vied to them as cheerfully by the shareholders at each half-yearly meeting.

When justice had been done to the excellent dinner and glasses charged, the Chairman rose and proposed the toast of the evening. Mr. Neave said:—Mr. Caldwell and Gentlemen,—"When asked to preside over this gathering I felt, at first, diffident as to whether I could do full justice to the occasion. However, a pleasant duty is always an easy one and this one will be a very pleasant one indeed for me to perform. In the world at the present time we seem to be very much interested in making "records" of all kinds. One day it may be a record Ocean steamship passage; another day a record railway journey. Again, we are interested in some new record made in sports, or we condole with each other over the record depression in trade through which Hongkong is passing at present. May that soon change! But the record, gentlemen, to which we are especially interested to-night is a record of twenty-five years of successful service rendered by Mr. Caldwell to the Dock Company, and I say that this is the record that appeals to us most of all. (Applause.) Mr. Caldwell, I wish to tell you, on behalf of those present here to-night that your unfailing courtesy and kindness to all that come in contact with you have gained our esteem and regard, and I now have much pleasure in asking you to accept from those present this silver timepiece as a small memento of this occasion, and I hope you may be long spared in health to add to your successes in the future. (Applause.)

The souvenir of that most interesting function was a handsome desk clock on a sterling silver mounting. The clock was enclosed in a morocco-leather case. On the clock was engraved the following inscription:—

"Presented to Mr. Geo. A. Caldwell By a few friends, 12th June, 1909, 1884-1909."

Having accepted the presentation, Mr. Caldwell, who, on rising, was received with loud applause, said that their extreme kindness had laid upon him a difficult task, as he found it impossible to find words to adequately thank them for the high honour they had done him by their handsome entertainment of him that evening, and he felt at a loss how to acknowledge the great compliment that had been paid him by the presence there of so many of his colleagues, past and present. He thanked them for their flattering reception of the toast of his health proposed in such kind terms by Mr. Neave and wished he could feel he deserved even half of what he had said. He could, however, say that he had always endeavoured to do his duty to the Company in a conscientious way and had at all times tried to treat with courtesy every one with whom he had come into contact in business, whether he was in or outside of the Company, and he hoped he had not altogether failed. In a quarter of a century's continuous service in the same concern, one naturally saw many ups and downs in his affairs and during his twenty-five years he had seen numerous changes in the staff, many with whom he had worked having been removed by various causes. Such happenings gave one pause and set him thinking. Other changes, no doubt, were before them and who was to say where some of the company then assembled might be a year from then. Wherefore he felt all the greater pleasure in that gathering of his fellow-workers and his hope was that they

might all be spared many years yet to work together shoulder to shoulder towards restoring the old Company to its former position of prosperity. He thought he had been more than sufficiently honoured by the complimentary dinner they had given him, but when he regarded the handsome presentation that Mr. Neave had made to him on their behalf he felt somewhat overwhelmed and it had touched him very keenly. He thanked them very sincerely for their souvenir, which he would always prize very highly, and it would at all times remind him of that happy occasion and of the many kind friends he saw seated around that table. (Applause.)

"OLD BOYS."

The next toast submitted was that of the "Old Boys." It was proposed by the Vice-Chairman, Mr. Squair, who said:—Mr. Chairman and Gentlemen,—"You all know what a retiring, modest sort of 'Chief' I am—(laughter)—at the same time I cannot refrain from heartily endorsing your eulogy of our respected guest, particularly on behalf of my colleagues in the head office. There is a well-known truism, that you require to live with a man to know him, and I venture to say that when you work and rub shoulders with a man for years you are in a position to know him in the fullest sense of the word. We can scarcely conceive a better man to work under than Mr. Caldwell. (Applause.) He despises the service, cringing assistant, as much as he does the eye-servant. He handles all the duties that fall to his share with consummate tact and despatch, and is a strong believer in the old adage: 'All work and no play makes Jack a dull boy.' When work is up to date and an opportune holiday comes round he advocates for it on behalf of others. A well-known German skipper on this coast, in handing me some shares to be transferred into his own name, the other day, jokingly remarked that he did not despair in Hongkong & Whampoa Dock stock. Yet I felt strongly inclined to tell him, that as long as we had men of the calibre of Mr. Wilcox and Mr. Caldwell on the executive staff of the Dock Co., there was not much reason to despair. (Applause.) The idea of holding this little function originated with Mr. Caldwell's associates in the head office, and it was most gratifying to have such a hearty response from everyone present to-night; in fact, every individual on the staff, who was approached in the matter, not only promptly approved of the idea, but I see have also turned up. I might add, it is particularly gratifying to see that some of the 'Old Boys' have turned up, two of whom are present. I may also tell you there are other gentlemen who have been at one time or another on the Dock staff, who, although unavoidably absent, are with us in the spirit, two of them having just left the Colony this week. Gentlemen, I will ask you to drink the health of the 'Old Boys,' coupling that toast with the name of Mr. Lambert. (Applause.)

Mr. Lambert, in replying, said:—Mr. Chairman, Mr. Squair, and Gentlemen,—I think Mr. Squair should have coupled Mr. Macdonald's name with this toast, he being an older servant of the Dock Company than I. I suggested to Mr. Macdonald that he should reply, but he says he will leave the talking to me, which is a rather ungenerous proposition on his part. In the days when Mr. Macdonald and myself were with the Dock Co. work was the order of the day. In those days there was no time to worry about system or expenses and retrenchment was not then necessary. It was just how soon we could finish one ship to make room for another. Everyone was working at top pressure, and for a bonus at the end of the year, which we managed to get for some years. It is my earnest hope that those days may again come to the Dock Company, and the prosperity of the Colony be such as to supply work enough for all. As regards our guests this evening—Mr. Caldwell—I have known him during the last thirteen years. I have come into contact with Mr. Caldwell both as an employee of the Dock Co. and in the present position as Surveyor to Lloyd's Register. I can say that Mr. Caldwell has always been most kind and courteous to all. I congratulate him on his promotion to the Secretaryship of the Hongkong and Whampoa Dock Co. I am sure you will all agree that he is the right man in the right place. (Applause.) I have much pleasure in wishing Mr. Caldwell many years of health and prosperity in his new position. I am sure, gentlemen, you will like to hear a few words from Mr. Macdonald. (Applause.)

"DOCK RECORDS."

Mr. Macdonald, replying on behalf of the old hands, expressed the great pleasure it gave him to be present that night and assist in doing honour to his friend Mr. Caldwell, whom he had known for over 25 years. Looking back 20 years when he first joined the Company, he recalled many pleasant days spent at the Docks before there was a road to Kowloon Point, and a trip to Hongkong was seriously considered before being undertaken, especially at night-time. There were quite a number of good, all-round sports among the staff in those days. Kutter was credited with doing the 500 yards in level time. Logan was always open to take on anyone in a boxing bout and Andrew Harvey was hard to beat as a story-teller. Then in 1894 a Company of Volunteers was formed from members of the staff and many of them soon developed into crack shots. They had a team of eight who could hold their own against any team in the Colony. They numbered in all about 20 and to-day, with a much larger staff, there are only about five or six in the Corps. The speaker felt sure it only required a little encouragement from the heads of the departments to make volunteering as popular as ever it was among the members of the staff. In conclusion, the speaker expressed his opinion that there was no reason why a Company 30 to 35 strong should not be raised from the members of the Dock. (Applause.)

The rest of the evening was spent in music and harmony. Those contributing to the pleasure of the entertainment were: Messrs. C. R. Crispin, Frank C. Anderson, C. D. Silas, Alex. C. Squair, R. V. Rutter, H. S. Wyman, Joo.

Lambert, C. W. Alexander, G. Beck and Capt. N. G. Major.

On the call of Mr. C. R. Crispin a hearty vote of thanks was accorded, with acclamation, to Mr. Frank C. Anderson who rendered yeoman service at the piano and with his delightful songs during the best part of the evening. Votes of thanks were also passed for the Chairman for kindly presiding and for Mr. Alex. C. Squair who performed the duties of convener of the function.

The ceremony was brought to a close at midnight with the singing of "God Save the King." The menu, which was adorned with a likeness of Mr. Caldwell on the front page, is as follows:—

MINU.
COMPLIMENTARY DINNER TO
MR. GEO. A. CALDWELL.
A very much esteemed on his completion of
Quarter of a Century in the Service of the
Hongkong and Whampoa Dock Co., Ltd.
1884-1909.
Menu—Dinner.
Hors d'Oeuvres.
Caviar in Eggs. Olives.
Soup.
Mock Turtle.
Roast Beef and Potatoes.
Grilled Pigeon on Toast.
Curry.
Oyster.
Jelly.
Tomatoes of Beef and Potatoes.
Roast Capon and York Ham.
Cold.
Iced Asparagus and Mayonnaise Sauce.
Vegetables.
Green Peas. Baked Potatoes.
Entremets.
Steamed Lamb and Cream.
Liquor Jelly.
Vanilla Ice Cream and Finger Cakes.
Dessert.
Cheese and Crackers. Fruit. Coffee.

Hongkong Hotel, Saturday, 12th June, 1909.
Flashlight photographs of the company were taken by Mee Cheung, the photographer.

CANTON DAY BY DAY.

THE NEW BUND.

[From Our Own Correspondent.]

Canton, 12th June.
The Canton officials proposed to build a road from inside the city to the new bund, commencing from the Provincial Treasurer's yamen and passing through the Southern Gate and the Wing Ching Gate direct to the Government Tien Tze wharf. All the buildings on both sides of the public streets along the proposed road which have gradually been encroached upon will have to be pulled down in order to provide sufficient space to be taken up by the road. The Taotai for the Development of Native Industries (Chan Moon Tsang) has now the matter in hand. The residents of those buildings along the streets required for the purpose have been ordered to remove within a period of fifteen days. Work will be commenced on the construction of the newly proposed road about the end of the 5th moon.

ALLIGED ROBBERS ARRESTED.

On the 9th instant, on receiving information to the effect that a number of outlaws were on their way on board passenger-junks to the district of Sünning via Kowloon, the military officials sent out men to make an inspection of all junks engaged on that run and to search the passengers on board. The officials boarded a junk bound for Sünning from Fatsan, and effected the arrests of four alleged robbers. On board another junk coming from Canton, twelve others were also arrested. These doubtful characters were brought up to Canton on the following day to be dealt with.

THE SHUN TAK OUTBREAK.

With reference to the Shun Tak jail outbreak on the 3rd instant, when a number of prisoners escaped from confinement, a report has been received from the Shun Tak Magistrate addressed to the Viceroy to the effect that forty of the runaways have so far been re-captured, but thirty-one are still wanted.

TAOTAI LAU SZ KEE'S MURDER.

In connection with the death of the late Taotai Lau Sz Kee, who was murdered in Canton on the 27th ult., it is reported that so far the police have not been able to apprehend any of the assassins. The Viceroy has now again given orders to the Taotai of Constabulary and the Magistrates of Namhoi and Panyu to use their best endeavours to bring the culprits to book within a period of another ten days.

THE ANTI-OPIMUM CAMPAIGN.

Another ten thousand wooden opium licences have been sent to the towns of Fatsan for distribution to the opium smokers in the city.

SILK MERCHANTS HELD UP.

Yesterday morning, half-a-dozen silk merchants, who were carrying with them a quantity of raw silk to be disposed of at the market place of Yung Ki, were held up by fifteen robbers at Kwei Chow, in Shun Tak. One of the merchants was killed and four others badly injured. The valuable stuff belonging to the merchants was then removed by the robbers.

THE FLOODS.

The 3rd party sent out by the Central Relief Committee to the flooded districts to assist the people has reported that the floods have subsided to the extent of four feet during the last two days. With a view to averting the possibility of further floods, more gunny bags are about to be sent to the affected districts for the repair of the dykes.

REVOLUTIONARIES AGAIN.

The Canton authorities have received a telegram from the Shanghai Taotai informing them that certain revolutionaries are reported to be proceeding to Canton with the contemplation of revolting. The Canton officials have been requested, in the telegram, to take precautionary steps to prevent any possible disturbances.

The number of cases of plague which have been notified in Yokohama up to the 5th inst. is eighteen.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

TEMPLE OF CONFUCIUS.

DESTROYED BY FIRE.

[By courtesy of the "Shuang Po"]

Shantung, 12th June.

The Temple of Confucius has been destroyed by fire.

THE WAIWUPU.

NO HOLIDAYS DESIRED.

[By courtesy of the "Shuang Po"]

Peking, 13th June.

The Waiwupu has decided not to suspend the transaction of business once a week.

The Ministry has also decided that no communications from foreigners will, in future, be received unless through the medium of their respective Ministers.

CHINA'S THANKS.

SPECIAL MISSION TO RUSSIA.

[By courtesy of the "Shuang Po"]

Peking, 13th June.

The Prince Regent urged Tai Hung-tze to proceed on his mission to Russia on the 11th inst.

At the farewell audience His Royal Highness impressed upon H.E. Tai the expediency of ascertaining what Russia's attitude is in regard to affairs concerning Manchuria.

AMERICA AND CHINA.

OFFERS OF FINANCIAL ASSISTANCE.

[By courtesy of the "Shuang Po"]

Peking, 13th June.

The United States Minister in Peking has requested the Waiwupu to take advantage of the money market in the United States of America for the purpose of raising loans whenever required by China.

The Ministry of Foreign Affairs, while thanking the U.S. Minister for the proffered assistance, has not been able to accept it.

CANTON-HANKOW RAILWAY.

THE SOUTHERN LINE.

[By courtesy of the "Shuang Po"]

Peking, 13th June.

The loan having been concluded, the Ministry of Posts and Communications has pressed for an early completion of the Canton section of the Canton-Hankow Railway.

Sir Cheng Tung Liang Cheng, director-general of the Railway, has replied to the effect that no time will be lost in proceeding with the construction of the line.

AN EARTHQUAKE.

UNCOMMON IN SINGAPORE.

At about a quarter to two yesterday morning Singapore was visited by an earthquake, but so far as we have learned no damage was done, reports the *Free Press* of 5th inst.

The general method of appreciation of the quake, was by sleepers being awakened by a shaking of their bed. Many thought it might be someone walking about in their room, but the lateness of the hour and the absence of all signs of life dispelled that idea. Those who have been in earthquakes before, notably in Japan, immediately appreciated the situation, and awaited in some trepidation the developments. Fortunately they were not serious.

MANIFESTATIONS.

The general effects were, on persons, a feeling of sea-sickness, giddiness and instability, and a noticeable destruction of the desire for sleep. On animals the effect was curious. Dogs and cats were frightened and nervous, but were not greatly disturbed till some little time afterwards. They trembled, and horses were subject to the same nervous perturbation. The after-hush of insects and animals was very marked, and for a little time there was a deathly stillness.

On things inanimate these effects have been recorded. Swaying of the beds and mosquito curtains. Almirahs rattled, heavy or light, and doors creaked and slammed. Pictures were moved out of plumb and remained so in the morning, giving a very groggy appearance to the rooms. Hanging lamps swung and were oscillating for a little

time. Water in the baths was disturbed into waves. Or rather the water-jar was tilted. An examination showed a high water mark of an inch or so, and in one or two cases, where the jar was full, it overflowed. In houses with built up baths the movement was more noticeable, 1 1/2 inches being the limit of wash. In one case a dripstone slung from a moderately high roof was found swinging like a pendulum three minutes after the shocks; the amplitude of vibration being between three and four inches.

The clocks in the Police Courts stopped at 1.31 a.m. None of the instruments at the Observatory, at Mount Faber were damaged. The time ball there did not drop at noon to-day, but this was probably caused by the fusing of the wires by the lightning during the thunder storm. The time ball at Fort Canning fell correctly.

The shock was felt on vessels in the harbour. On Thursday afternoon, the officers of ships commented on the peculiar purple colour of the water. They also noticed a strange colour in the sky in the direction of Java.

SOME EXPERIENCES.

Many natives left their houses in alarm and rushed into the streets. They remained in the open until daylight.

Clocks stopped in some houses. A resident, who was unable to sleep and was reading, says he heard a noise like distant thunder immediately before the quakes. The first shock made him giddy.

A European lady residing in Tanjong is under the impression that she was awakened by an explosion and then felt the two shocks. They also made her giddy.

Another resident of Tanjong says he felt slightly sick during the first shock. In his opinion, the first sensation, was a succession of sudden sharp jolts. Then after a slight pause, there was a second shock; but the movements were slower and more regular. He went out into the garden and found the moon shining brightly but the sky soon became hazy. The dogs were frightened and did not move when he spoke to them. A visit to the stables showed that the horses were also frightened. They were standing up and came forward timidly.

ATMOSPHERE AND WEATHER.

Up to within a very short time of the quakes, there was no apparent difference in the air. The moon was shining brightly and the night was fine. But immediately the earthquake had subsided the air became hazy and remained so until the thunderstorm of yesterday morning cleared the air. It was noticeably hot yesterday and the day before. The temperature at eight o'clock was 83 deg. and the morning record was also high.

WAS IT AN EARTHQUAKE?

Some people who slept through the night undisturbed are inclined to question the idea of an earthquake. There is ample evidence to show that the shocks did occur. Negative evidence was given by the Office Tamby who was asked about the gempaiah (earth-shake) and said Belum jumpa (Not yet met), but that does not disprove the positive.

The nature of the shock seems to have been two waves, the first of which awakened people. Commencing with a small vibration it gradually increased until the shaking was at a maximum. This died away and then there were a second series of vibration, slightly stronger. These also died away in tremors and nothing further happened. This reckoning assumes that the earlier shocks were the first that awakened the observer.

FORMER EXPERIENCES.

Singapore and the Malay Peninsula are supposed to be out of the volcanic region included in the long belt that passes from Japan to the Philippines, and thence curves westward through Java and Sumatra. The nearest point of the volcanic belt is in the Karimons, 30 miles to the west, where there is an extinct volcano which has long been quiescent. The geology indicates nothing of volcanic nature, the basal structure being as far as can be seen masses of granite, which form the beds of all the hills and mountains, and so frequently crop up in hills and boulders. Still earthquakes are not unknown. There was a tremor in 1872 and another in 1892, but these were possibly only the transmitted effects of seismic disturbances within the volcanic belt. Just as the great explosion and subsequent disturbance following on the great eruption of Krakatas in 1884 was felt distinctly in Malacca and the Straits.

A personal recollection of 1892 is that it was similar to the one which occurred yesterday. The time was nine o'clock in the evening and the house shook violently, the hanging lamp was set swinging, and the water in the fixed bath showed a wave of nearly two inches. The shock was then single, and the natural instinct of taking to the open was followed; so any further shocks might not have been noticed.

AREA OF DISTURBANCE.

There seems to have been little disturbance in the Tanjong Pagar district; but in the hills at Tanjong there is ample record of a severe shock. Likewise in Kampong Glam and the eastern part of the town. However the experience, if a little terrifying, need hardly cause the Municipality any anxiety as to the assessment returns for next year. Or as to the stability of the Fire engine station in Hill-st., which seems built on the principle alleged to be in use in Hongkong, and other typhoon districts, namely that the walls shall be thicker than they are high, so that when overturned you get a more lofty house than before.

DIRECTION OF VIBRATION.

This is very difficult to determine without instruments. The personal feeling of most persons interviewed was that it was east and west. Those whose beds lay athwart the line were most disturbed. Pictures hung on walls running east and west were most disturbed than others, and almirahs placed to face that direction swayed more than those presenting a broader basis to the disturbance. The swinging of the long dripstone was in the direction of west and east, and the general consensus of opinion was that the centre of disturbance was either east or west.

Solicitor's Conduct Questioned.

MOTION FOR DISBARMENT.

CRIMINAL, CIVIL OR DISCIPLINARY.

Considerable interest was manifested in the Supreme Court, to-day, when a case, happily, so seldom heard in Hongkong, came on for hearing before the Full Court (comprising the Chief Justice, Sir Francis Pigott, and Mr. Justice Gompertz). The matter at issue was that in which Mr. Clive Fletcher Dixon, a solicitor, a member of the firm of Messrs. Hastings and Hastings, was called upon to show cause why he should not be struck off the Rolls for alleged misconduct.

Mr. E. Potter, with whom was Mr. C. D. Wilkinson, of Messrs. Wilkinson and Giff, appeared on behalf of Messrs. Hastings and Hastings; while Mr. H. G. Calthrop, instructed by Mr. J. Scott Harrison, of Messrs. Ewins and Harrison, represented the respondent.

The respondent, looking somewhat pale, was present during the proceedings. He was seated at the left hand end of the table, and followed Mr. Potter's argument with apparent interest. He now and again conversed with a brother solicitor, who accompanied him into Court. There were also a number of legal luminaries, and a few spectators in attendance.

When the Court started shortly before eleven o'clock, Mr. Potter (for Messrs. Hastings and Hastings) addressed the Court at some length. His address was dotted here and there with the citing of authorities on similar subjects. Counsel stated that this was a motion brought against the defendant calling upon him to show cause why he should not be struck off the Rolls. He thought it was better at the outset of this matter if he dealt with the Court's jurisdiction in a matter of this kind. Mr. Potter thought that he could make it clear if he dealt with the old and new procedure of England—the old procedure before the passing of the Solicitor's Act of 1888—and by the new procedure he meant that now in vogue. A motion made to the High Court, an affidavit was put in by the plaintiff in the matter, but if that affidavit contained anything of a criminal nature, the Court, in all fairness to the defendant would not compel him to answer that affidavit by another. The reason was obvious. The Court never made an order calling upon the defendant to answer an affidavit which would incriminate himself. If he filed an affidavit and a *prima facie* charge made out the Court referred the whole matter to a Master. The Master would hear the evidence of both sides, hear Counsel on both sides, report his finding on the evidence to the High Court, and the High Court acted accordingly—that is to say, that if on the finding of the Master it was found that the solicitor should be struck off the Rolls, it was done. If it was recommended that the solicitor should be suspended, it was done. That was the old procedure, which applied here—the old common law procedure. The only difference was that in Hongkong their Lordships could fulfil the functions of a Master.

The Chief Justice referred to the Registrar. Mr. Potter stated that the Registrar was not on the same footing as a Master. There were lots of things a Master could do, which the Registrar could not.

The Chief Justice—The Master takes summary cases.

Mr. Potter answered in the affirmative, and continued to remark that the Court should refer this matter for report, and the Court should decide what was to be done, or on the other hand the Court should hear the case now.

Counsel cited a long chain of authorities on the subject of disbarring a solicitor. There was no suggestion, he pursued, that the case should go to a criminal jury—all that was needed was that the defendant show cause why he should not be struck off the Rolls.

And having shown their Lordships what the procedure was, Mr. Potter observed that their Lordships' jurisdiction was disciplinary, and not criminal. In other words, a solicitor being an officer of the honourable Court, the duty of the Court was to decide whether that person was a fit and proper person to continue as an officer of the Court. It was not the duty of the Court to find whether he had committed a criminal offence. The question to be decided was: "Is he a fit and proper person to be an officer of the Court?" Their Lordships' duty was to see that no one who was not a fit and proper person should be an officer of the Court and he was responsible to the Court for his conduct. Once again Mr. Potter called attention to the fact that the proceedings were not criminal, but disciplinary.

The Chief Justice referred to the question as to whether the proceedings were disciplinary or criminal. If the former the appeal was not taken away. They were not asked to find the defendant guilty in criminal. How could they say, then, that a solicitor was not a fit and proper person to continue on the Rolls if he was not charged with embezzlement?

Mr. Potter's reply was that there was, practically, not one case in which the Court had refused to act.

The Chief Justice—I don't say that the cases you have cited was not necessary for the foundation of your argument.

Mr. Potter—That was the reason why I stated it first. If the Court sent the case to a criminal jury, he went on, the matter would have to return to their Lordships again to decide whether the man was a fit and proper person for the Court. Counsel then proceeded to show that there were cases where a solicitor has been found guilty by a jury of misconduct, his name has been struck off the Rolls, and in another case where he was not disbarred—the Court refusing to do so. A jury's verdict was not to be relied on. The case must be tried *ab initio*.

The Chief Justice—Yes. It is the same with civil servants. If a jury find a civil servant guilty of a charge, that does not prevent the Governor from dismissing him.

Mr. Potter agreed with the statement, and proceeded to say that the one important witness in this case was a man in Canton—the managing partner of a very influential firm. This man might be able to attend a civil case, but would, probably, not like to be associated in a criminal matter. It was not found that the defendant had been guilty of embezzlement. What was to be proved was misconduct. And the reason for sending the matter to a Master was that in the event it was proved that he was not guilty his good name and fame would not suffer. Counsel proposed that the case should be tried in accordance with the old procedure.

The Chief Justice—By hearing witnesses? Mr. Potter—Yes. The case should be heard by one judge or by the Full Court.

The Chief Justice—Does it not follow then that this does not call in the assistance of a jury?

Mr. Potter—No. The Chief Justice—But you did not say it was not a criminal charge.

Mr. Potter said that the Court, and not a jury, was the fit person to decide whether the officer was a fit person or not. Where a solicitor was the officer of the Court, the Court alone was to find whether that person was fit or not. There was no suggestion of a jury. There was no way of getting out of these decided cases, and it was the duty of the Court to hear such cases, whether a criminal offence had been imputed against the man or no.

Mr. Calthrop (for the defence) stated that this case had been brought by a private capacity, and not by an independent person, as for instance—the Incorporated Law Society. Counsel quoted a similar case heard in the Privy Council, and went on to say that the case should be brought by an independent person—such as the Attorney-General of the Colony, and not by the aggrieved party.

The Chief Justice—There is nothing to prevent a private person from applying for a solicitor's name to be struck off the Rolls?

Mr. Calthrop agreed. He said that there should, however, be Counsel representing the Incorporated Law Society, and the proceedings should not be taken by the aggrieved party. The question is whether this case ought to be tried in that Court. The only case that could be dealt with was when the solicitor had been before the Criminal Court, and secondly, the case in which a solicitor was called upon to show cause why his name should not be struck off the Rolls, and he had admitted the offence, or he had neglected to show cause. The same principle held good now although the procedure was different.

Counsel here went into authorities, and the Court adjourned for fifteen minutes.

When the Court resumed after the fifteen adjournment, Mr. Calthrop continued with his argument. He said that if there was no admission of the offence, then the question must go before a jury. It was then clear, and of good reason, for their Lordships to send the case to a jury. They could not go on with the case until the man had been charged with a felony first. It was a case, he reiterated, to go before a jury, and should not be left to be tried on affidavit. Mr. Calthrop submitted finally that a jury should try the case—in all fairness to the defendant. Their Lordships should send the case to a jury.

Mr. Potter replied to Mr. Calthrop, and dealt with previous cases at great length.

Mr. Justice Gompertz said that he had only had a cursory glance at the affidavits, but he could not find anything criminal in them. The charge alleged against the defendant was that of borrowing money from a client during the progress of an action.

Mr. Potter replied that there was nothing against the defendant; but if misconduct could be proved the Court was justified in striking him off the Rolls. That was the reason for a Master. The defendant did not admit the charge.

The Chief Justice, after reviewing the authorities, held that the case should be tried in the Supreme Court, in the absence of a Master.

The Puisne Judge—I agree with the Chief Justice.

Mr. Calthrop asked when the case was to be taken.

The Chief Justice—To-morrow morning. Mr. Calthrop—It will be taken in the ordinary way, by the calling of witnesses?

The Chief Justice—Yes.

Mr. Calthrop asked whether there would be a jury summoned.

The reply was in the negative.

The Court was then adjourned until to-morrow morning at 10.30 o'clock.

SHIPPING AND MAILS.

MAILS DUE.

German (Yorck) 15th inst.

American (Korea) 15th inst.

Canadian (Empress of China) 24th inst.

The Silk ex C. P. R. Co's s.s. *Montezuma* arrived at New York on 11th inst.The C. N. Co's s.s. *Luzon* left Shanghai on 15th inst., and is due here on 16th inst.The C. P. R. Co's s.s. *Empress of India* arrived at Vancouver on 12th inst., at noon.The Imperial German Mail s.s. *Manila*, which left here on 21st ult., arrived at Sydney yesterday morning.The Imperial German Mail s.s. *Lutnow* left Shanghai via Foochow yesterday at 2 a.m., and may be expected here on 16th inst.The Imperial German Mail s.s. *Yorck* carrying the German Mails with dates from Berlin of the 19th ult., left Singapore on 11th inst., at 5 p.m., and may be expected here on 15th inst.The M. M. Co's s.s. *Armand Behic*, with the French mail of the 3rd ult., and mails from London of the 22nd ult., left Singapore to-day at 4 p.m., and may be expected to arrive here on 21st inst., morning, and will leave for Shanghai and Japan on the same afternoon.

To-day's Advertisements.

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FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC,"

Captain Lafont, will be despatched for the above Ports on or about MONDAY, the 21st inst.

For Freight or Passage, apply to P. DE CHAMPMORIN, Agent.

Hongkong, 14th June, 1909.

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"MATOPPO,"

Captain Dornand, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 21st inst., at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

No Fire Insurance has been effected.

In consequence of the steamer having grounded in the Suni Canal consignees must sign a General Average Bond before Bills of Lading can be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 14th June, 1909.

SUSPECTED MURDERER ARRESTED.

ALLEGED MALPRACTICES AT SAMCHUN.

The police on Thursday last arrested a man named, Lo Sham (35), who is accused of the crime of armed robbery and murder in the Sai Hang Village, at Samchun. The suspect, who is a shoemaker by trade, resided in Market Street, Hongkong, up to the time of his arrest, and it is stated that on the night of the 19th ult., in company with about forty other men, he entered the house of a farmer. The robbers, who were all armed with revolvers, ransacked the premises, and killed a Chinese policeman, who went to the farmer's assistance. The suspect was charged in the Police Court on Saturday, and was remanded. The arrest of the alleged murderer took place under peculiar circumstances. Some time last week he was apprehended for having in his possession several rounds of ammunition without police permission. He was fined \$50, or three months' hard labour. He was recognised when leaving the Court.

A CHINAMAN'S SUICIDE.

BODY FOUND IN PECULIAR POSITION AT STANLEY.

A most remarkable case of suicide was discovered on the hillside at Stanley, near No. 4 bridge, yesterday morning. The body of an unknown Chinaman, whose age appears to be between thirty and thirty-five years was found suspended from a branch of a tree by a piece of rope, one end of which was knotted round his neck.

The body was discovered by an Indian policeman, who had it cut down and taken to No. 2 Police Station from where it was sent to the morgue for burial. The body was sighted from the roadside, and was in a most peculiar position. It was hanging from a slender branch to which the other end of the rope was tied. The branch could not hold the weight and was practically snapped, while the man's knees were a few inches from the ground. The man, who was partially disrobed, had no doubt climbed the tree and, having adjusted the rope, jumped off.

Apparently when the rope began to tighten he repented of his deed, for there were evident signs of a struggle. The surfaced roots of the trees were entwined round his neck, his right wrist was woven in the rope above, and the wrist was deeply cut, it is stated, due no doubt to the desperate attempts made by the man to raise himself to such a position as to release the cord. There were also abrasions on the neck where the slender cord had cut into the skin. From the position of the body, it goes to show that the man was in such a condition after the drop as to be unable to raise himself to his feet.

The man left no clue to his identity. As his remains were more or less in a state of decomposition; he must have committed the deed a few days ago.

"HAPPY Retreat" was the scene of an impromptu mela on Saturday afternoon, when a watchman with pugilistic tendencies assaulted two ricksha coolies over some contentious point and then proceeded to treat a Chinese *lukung* who tried to intervene to a similar reception. The rowdy one was to-day fined \$10 and \$20 respectively at the Magistracy.

ANOTHER life has been lost in the water near the Belle View Hotel. A student named Tam Tse Yin, residing at 155, Queen's Road West, went out yesterday for a bath on the beach near the Bay View Police Station. The student entered the water, and getting out of his depth, was drowned before his companions could render any assistance. His body was recovered some hours later, and sent to the mortuary.

Intimations.

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Hongkong, 4th June, 1909.

[380]

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[471]

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The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co. Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexes to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., 15th May, 1909.

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[44]

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For	Steamship	On
SHANGHAI.....	"WINGSANG".....	TUESDAY, 15th June, Noon.
SANDAKAN.....	"MAUSANG".....	WEDNESDAY, 16th June, Noon.
S'GAPORE, PENANG & CALUTTA.....	"KUTSANG".....	WEDNESDAY, 16th June, 3 P.M.
SAMARANG and SOERABAYA.....	"AMARA".....	WEDNESDAY, 16th June, 4 P.M.
SHANGHAI.....	"WAISHING".....	FRIDAY, 18th June, Noon.
MANILA.....	"YUENANG".....	FRIDAY, 18th June, 4 P.M.
S'GAPORE, PENANG & CALUTTA.....	"KUMSANG".....	FRIDAY, 18th June, Noon.
SHANGHAI.....	"TUNGSHING".....	SUNDAY, 20th June, Daylight.
MANILA.....	"LOONGSANG".....	FRIDAY, 25th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBÉ.....	"NAMSANG".....	SATURDAY, 3rd July, Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers "Kutang," "Namsang" and "Fookang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for first-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yokohama, Kobe, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Labad, Dato, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers.
Telephone No. 61.
Hongkong, 14th June, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL.
HOIHOW & WEIHOW.....	"SINGAN".....	15th June, 9 A.M.
SWATOW, WEIHOW, CHEFOO & TIENTSIN.....	"KUEICHO".....	15th " 4 P.M.
OBU & LOILO.....	"KAIFONG".....	15th " "
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS.....	"CHANGSHA".....	15th " "
SHANGHAI.....	"TAMING".....	16th " 3 P.M.
SHANGHAI.....	"OHINUA".....	17th " 4 P.M.
SHANGHAI.....	"KWEIYANG".....	19th " "
SHANGHAI.....	"LINAN".....	20th " Daylight.
SHANGHAI.....	"TEAN".....	22nd " 3 P.M.
SHANGHAI.....	"YINGCHOW".....	24th " 4 P.M.
SHANGHAI.....	"CHEAN".....	27th " Daylight.
SAMARANG & SOERABAYA.....	"SHANTUNG".....	29th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chihuan), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 36.
Hongkong, 14th June, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamer between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For.	Sailing Date.
ZAFIRO.....	2540	R. Rodger.....	MANILA	SATURDAY, 19th June, at Noon.
AUBI.....	2540	R. W. Almond.....	"	SATURDAY, 26th June, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.
General Managers.
HONGKONG, 14th June, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,
YOKOHAMA, HONOLULU, MANZANILLO and
SALINA CRUZ (Mexico).

S.S. MANSHU MARU.....	5,000 tons gross.....	Sail 1st July, 1909, at Noon.
S.S. AMERICA MARU.....	5,000 ".....	31st Aug., 1909, at Noon.
S.S. HONGKONG MARU.....	5,000 ".....	26th Oct., 1909, at Noon.
S.S. MANSHU MARU.....	5,000 ".....	10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yokohama, Building 157

Hongkong, 4th May, 1909.

OSAKA SHOSEN KAISHA.

INAUGURATION OF NEW
TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and latest route, from the Pacific Coast to CHICAGO.) Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from Hongkong for TACOMA via SHANGHAI and JAPAN, (Intermediate Ports of Call:

Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.

Occasional—MANILA, KEELUNG, YOKKAICHI, SHIMIDZU, SEATTLE and VICTORIA, (B.C.)

(Subject to Alteration)

Newly Built Steamers Tons (gross reg.) Captain Sailing Date.
"TACOMA MARU" 6,178 On Saturday, 3rd July.
"SEATTLE MARU" (already launched) 4 other new sister ships to follow.

The steamers have fair speed. Special up to date appliances for cargo working; and best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection. Superior accommodation for steerage passengers situated AMFISHIP, and a limited number of Cabin passengers carried at low rates. Electric lighted, and Steam heated.

For further information, apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st June, 1909.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	SADO MARU, Capt. Geo. Anderson, Tons 6500	WEDNESDAY, 23rd June, at Daylight.
VICTORIA, B.C. & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, KAICHI, SHIMIDZU AND YOKOHAMA.....	BINGO MARU, Capt. A. Christensen, Tons 6500	WEDNESDAY, 7th July, at Daylight.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.....	SHINANO MARU, Capt. K. Kawara, Tons 6500	TUESDAY, 22nd June, at 4 p.m.
BOMBAY, Via SINGAPORE AND COLOMBO.....	TANGO MARU, Capt. S. Ishikawa, Tons 6000	TUESDAY, 6th July, at 4 p.m.
SHANGHAI, MOJI AND KOBE.....	KUMANO MARU, Capt. N. Mathison, Tons 6000	FRIDAY, 9th July, at Noon.
KOBE AND YOKOHAMA.....	YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 6th Aug., at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA.....	YEBOSHI MARU, Capt. B. Kon, Tons 4500	THURSDAY, 17th June, at Noon.
NAGASAKI, KOBE and YOKOHAMA.....	YETOROFU MARU, Capt. K. Soyeda, Tons 4500	SUNDAY, 17th July, at Noon.
NAGASAKI, KOBE and YOKOHAMA.....	AWA MARU, Capt. A. Keith, Tons 6500	FRIDAY, 25th June, at 5 p.m.
NAGASAKI, KOBE and YOKOHAMA.....	MISHIMA MARU, Capt. A. E. Moser, Tons 9000	THURSDAY, 17th June, at 5 p.m.
NAGASAKI, KOBE and YOKOHAMA.....	YAWATA MARU, Capt. T. Sekine, Tons 5000	WEDNESDAY, 7th July, at Noon.

Omitting Shanghai. Cargo only.

Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Hirano Maru.....(Capt. H. FRASER).....About Wednesday, 30th June.

Kamo Maru.....(Capt. F. L. SOMMER).....About Wednesday, 28th July.

Mishima Maru.....(Capt. A. E. MOSES).....About Wednesday, 25th August.

Atsuta Maru.....(Capt. W. THOMPSON).....About Wednesday, 22nd September.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS
BETWEEN
HONGKONG and JAPAN PORTS.

COMMENCING 1st JUNE, ENDING 31st AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class.....	\$120	\$110	\$100	\$90
2nd ".....	\$80	\$70	\$60	\$50

Option of rail between calling ports in Japan.

For further particulars, apply to

T. KUSUMOTO,

Manager. (458-459)

Shipping—Steamers.

HONGKONG—BOSTON—NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

S.S. "INDRANI".....On 16th June, 1909.

to be followed by
S.S. "ST. PATRICK".....On 13th July, 1909.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 2nd June, 1909.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN,"

Capt. J. G. Oliffen, will be despatched for the above Ports on SATURDAY, the 19th instant, at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN (Occupying 24 days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 10th June, 1909.

FOR SYDNEY AND MELBOURNE (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms will be despatched as above on WEDNESDAY, the 23rd June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Steamers and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 4th June, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, B.C., SEATTLE & TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

Oceano 4,657 F. W. Davies 1909

Kumeric 6,232 J. Matheson 1st July

America 4,363 J. Boyd 29th July

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.
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GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 4th June, 1909.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS CO. proceed from YOKOHAMA DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL FOURICHON"

will be despatched for SAN FRANCISCO and other above destinations on or about the 20th July, 1909.

For further particulars apply to

MESSAGERIES MARITIMES,
Agents at Hongkong.
Hongkong, 28th May, 1909.

Shipping—Steamers.

THE PENINSULAR AND ORIENT
STEAM NAVIGATION COMPANY

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA"

Captain W. Hayward, R.N.R., carrying Majesty's Mail, will be despatched from BOMBAY, &c., on SATURDAY, the 2nd June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "China," 8,000 tons, from Colombo.

Passengers' accommodation in which is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M. "Himalaya," due in London on 8th August, 1909.

Parcels will be received at this Office on 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

K. A. HEWITT,
Superintendent.

Hongkong, 17th June 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK: S.S. "PATHAN".....About 22nd June.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.
Hongkong, 27th May, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TONG".....Capt. H. W. WALKER.

"KWONG SAI".....Capt. E. S. DODWELL.

